SC-12 TEMPORARY ROADS

Refer to: ITD Standard Specifications, Sections 104, 107, 205, & 212.
ITD Standard Drawings P-1-F and P-1-G.

BMP Objectives

- ☒ **Perimeter Control**
- ☐ **Slope Protection**
- ☐ **Borrow and Stockpiles**
- ☒ **Drainage Areas**
- ☒ **Sediment Trapping**
- ☐ **Stream Protection**
- ☒ **Temporary Stabilizing**
- ☐ **Permanent Stabilizing**

Definition and Purpose

Paved or unpaved temporary roads or detours shall be designed and address erosion and sediment movement in accordance with the BMPs and NPDES Permit.

Appropriate Applications

Location of temporary roads greatly aid in controlling erosion. Other erosion control measures such as sloping, rolling dips, water bars, aggregate, level spreaders, water or chemicals for dust control, and culverts in conjunction with temporary roads may be appropriate.

Temporary road management measures should be applied to the following situations:

- On all associated haul roads within a construction site, especially where fugitive dust needs to be controlled.
- Where traffic will be detoured onto unpaved areas.
- Where temporary roads may need to access sensitive areas such as wetlands or live streams.
- Where temporary roads are needed for access to bridge sites constructed ahead of excavation.

Limitations

- Structures, such as water bars, road sloping, rolling dips and level spreaders are generally limited to low traffic volumes.
- Temporary constructed roads that encroach on jurisdictional wetlands require the appropriate permits.

Design Parameters

- Locate temporary roads to minimize erosion impacts. Design temporary roads to access sensitive areas at specific locations to minimize impacts. Design of other erosion control measures shall be site-specific.
- At sites where traffic volumes are high, ensure that the entrance and roadway is wide enough for two vehicles to pass safely. Provide for adequate turning radius for all entrances where it meets existing roads.
- Where appropriate, use geotextiles prior to placement of aggregate, especially at construction entrances. Place aggregate at sufficient depth to support heavy equipment and protect existing pipe culverts from crushing.
- Detour runoff from a stabilized area to a sediment basin or other sediment control measure.
- Increase the road grade coming out of a rolling dip for a distance of 20-40 feet to terminate the rolling dip. (A rolling dip consists of a drivable transverse ditch constructed across the road. The rolling dip should be at a skew angle (30-40 degrees) to the centerline of the road.) Use a structure to receive the flow and control erosion at the outlet of the rolling dip.
- Do not use box culverts over the winter.

Construction Guidelines

- Adequately slope temporary roads for good drainage, and install all other structures such as water bars, culverts, and rolling dips, according to plans and specifications.
- Do not use road sloping on grades steeper than 5 percent unless other structures are also used. If road is steeper than 5 percent, use gravel surfacing to minimize erosion, and slope the road to the side that has a ditch.
- Make field adjustments, as necessary, to ensure proper performance.

Maintenance and Inspection

- Conduct inspections as required by the NPDES permit or contract specifications.
- Make adjustments based on inspections and have accumulated sediment and other debris removed and disposed of properly.
- At the end of construction, re-contour to original slope and return to natural conditions using permanent erosion and sediment control BMPs. Remove or stabilize trapped sediment and permanently stabilize disturbed areas.